

§ 131.890 EPIRBs and SARTs.

The name of the vessel must be plainly marked or painted on each Emergency Position Indicating Radio Beacon (EPIRB) and on each Search and Rescue Transmitter (SART), except on an EPIRB or SART—

- (a) In an inflatable liferaft; or
- (b) Permanently installed in a survival craft.

[CGD 82-004 and CGD 86-074, 62 FR 49340, Sept. 19, 1997, as amended by USCG-2010-0759, 75 FR 60003, Sept. 29, 2010]

§ 131.893 Watertight doors and watertight hatches.

Each watertight door in a bulkhead that must be watertight in compliance with the requirements in part 174 of this chapter, and each watertight hatch, must be marked on both sides in letters at least 50 millimeters (2 inches) high that state the following: “WATERTIGHT DOOR—KEEP CLOSED EXCEPT FOR PASSAGE” or “WATERTIGHT HATCH—KEEP CLOSED WHEN NOT IN USE”.

§ 131.896 Remote stopping-systems.

The remote stopping-systems required by § 129.540 of this subchapter must be clearly marked to show what system each controls.

§ 131.899 Fire dampers.

Each fire damper installed within the boundary of a space protected by a fixed fire extinguishing system must be fitted with an indicator showing whether the damper is open or closed and must be marked with red letters at least 13 millimeters (½-inch) high stating “FIRE DAMPER” and, as otherwise appropriate, identifying the space served by the fire damper.

Subpart I—Miscellaneous**§ 131.905 Statutory penalties.**

(a) The marine-safety statutes and other statutes impose criminal and civil penalties for violating the applicable provisions of this subchapter. Possible sanctions include:

- (1) Assessment and collection of civil monetary penalty.
- (2) Criminal prosecution, where no loss of life results.

(3) Criminal prosecution for manslaughter, where loss of life results from violating marine-safety statutes or regulations or from misconduct, negligence, or inattention to duty.

(4) Libel against vessel.

(b) 46 U.S.C. Chapter 77 allows, in addition to the foregoing, the suspension or revocation of credentials licenses, certificates, or documents issued by the Coast Guard, for incompetence, misconduct, or negligence or for violating marine-safety statutes or regulations.

[CGD 82-004 and CGD 86-074, 62 FR 49340, Sept. 19, 1997, as amended by USCG-2006-24371, 74 FR 11266, Mar. 16, 2009]

§ 131.910 Notices to mariners and aids to navigation.

Each master and mate shall acquaint himself or herself with the latest information published by the Coast Guard and the National Geospatial-Intelligence Agency regarding aids to navigation in the area in which the vessel operates.

[CGD 82-004 and CGD 86-074, 62 FR 49340, Sept. 19, 1997, as amended by USCG-2001-10224, 66 FR 48620, Sept. 21, 2001; USCG-2014-0688, 79 FR 58284, Sept. 29, 2014]

§ 131.915 Persons allowed in pilothouse and on navigational bridge.

No person may be in the pilothouse while the vessel is under way, unless connected with the navigation of the vessel or authorized for good cause by the master or mate on watch.

§ 131.920 Level of manning.

Each vessel must carry the personnel required by the Certificate of Inspection, as determined by the cognizant OCMI, based on an evaluation under part 15 of this chapter.

§ 131.925 Compliance with provisions of Certificate of Inspection.

The master of the vessel shall ensure compliance with each provision of the Certificate of Inspection. Nothing in this subchapter prevents the master's diverting the vessel from the route prescribed in the Certificate, or taking other steps necessary and prudent to assist vessels in distress or to handle similar emergencies.